



# KITE BUGGY RACE LICENCE ASSESSMENT HANDBOOK

This handbook contains all the information you need to know to take your race licence test.

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## 1) Race Licences Explained

### Open Class Licences

All pilots attending a PKA or any other national race event, such as the Supercup, must hold a minimum of an Open Class Licence. This is to satisfy our insurers and to ensure the safety of all pilots, marshals and 3<sup>rd</sup> parties.

Please note, you do not necessarily need a licence to race at your local club events – please check this with your club.

The aim of licence assessment is to make sure everyone is competent, safe and aware of the basic rules of racing and the rules of the road. It's not actually that daunting; you don't need to be a world beater or to be able to perform complex manoeuvres. Any competent buggier who's invested a bit of time to understand racing rules will pass without a problem.

Licence testing is available at some PKA events but we recommend that you contact your regional licence assessor and arrange to attend one of their assessment sessions in advance of events if possible.

It is free to actually take your test, but there is a small admin cost of £5 (payable to the PKA) to issue the licence. We will also require 2 passport sized photos and a stamped addressed envelope for the return of the licence to you.

The test consists of 3 parts: A written, oral and practical assessment.

The written test must be completed and passed before the oral or practical test can be taken. The written test consists of 20 questions with a pass mark of 16. The questions will be based on the rules of racing and the code of conduct contained in this handbook. The test can be taken in your own time prior to the licence assessment day. It is important that you understand the answers you give as you will be orally assessed on a selection of these questions. This knowledge will also be key to your understanding, so that you have safe and enjoyable race days in the future. If there's anything you don't understand or any answers you cannot find, feel free to contact your licence assessor for help. Do not just copy or plagiarise answers.

On the day of the test, you must possess any 3<sup>rd</sup> party liability insurance and membership required for buggying on that site. The assessor will first mark your written test, and then orally assess you on 5 of the questions. You must pass these sections before you can take the practical test.

The assessor will then set a course with 3 turning marks so that you will have 2 down wind gybe turns and one upwind turn. Please note, it is not a requirement for pilots to be able to tack turn in Open Class.

You must pass the following 8 criteria to pass:

Pilot uses appropriate kite for their ability and conditions during test
Can safely navigate a course set with minimum of all 3 main reaches
Demonstrates competent kite and buggy control throughout test
Shows awareness of other pilots (overtaking/being overtaken rule)
Communicates intention to turn at appropriate marks
Competent at gybing
Successfully takes evasive action (90 degree turn at speed towards kite to avoid an object - pilot may luff kite)
Successfully demonstrates an emergency stop (Approaches an object at speed and comes to a powerslide stop before object)

## 5 easy steps to getting a race licence

- 1) Contact you regional assessor and put the next available test day in your diary
- 2) Download this handbook and test forms and complete the written test
- 3) Revise your answers and hone your buggying skills
- 4) Bring your test papers and any other documents and insurance you need to the test day
- 5) Pass the test and start racing!

## Regional Assessors (contact via [www.parakartassociation.co.uk](http://www.parakartassociation.co.uk))

### North West

Tommy Grierson – WSYC, Hoylake  
John Lewis – WSYC, Ainsdale

### South & South East

Matt Bristow – SEKA  
Pete Swann – West Wittering

### East

John Trainor – Mablethorpe

### North East

Chris Barker - Redcar

### South West

Dom Early – Wind and Wheels, Weston-Super-Mare  
Karen Mansfield – SWATK, Weston-Super-Mare

### South Wales

Dieter Gossman – CLSC, Pembrey and Pendine

## **Masters Class Licences**

A Masters Class Licence is required to compete in the Masters series which results in the selection of the English national team to take part in the European or World Championships. This is usually the top 10 men and women.

Masters Licences are awarded based on race results, commitment to and skill demonstrated in PKA National Series events. Masters Licences are automatically awarded by the PKA Committee to the top 3 pilots from Open Class providing they have also met the following criteria whilst racing:

- a) They have raced a minimum of one full years series in the PKA Open Class
- b) They have demonstrated they can consistently tack turn
- c) They have demonstrated they can consistently down turn gybe
- d) They have demonstrated they can consistently backloop their kite and untwist lines

The PKA Committee may also invite other Open Class pilots to be upgraded provided they fulfil the above criteria.

The overriding aim of the Masters Class is to produce the best possible team to compete internationally and as such all entrants in this class should be fully committed to racing.



## **2) Parakart Association** **Open Class Licence – Written Test**

Pilot Name:
Club:
Fed/BPKA number:
Address:
Tel:
email:

Please consult the PKA Handbook which contains the rules of racing for reference. Once you have had a good chance to take on board the handbook, please complete the written test below and give this to your tester at the beginning of the test day. Please take time to understand and remember these answers as you will be tested orally on these during your licence test day. If there is anything you don't understand or any answers you can't find, please feel free to consult your Licence Tester.

The pass mark for the written test is 16 out of 20. Each question is worth one mark. The pass mark for the oral test is 4 out of 5.

You must pass the written and oral test before you can take the practical test.

Good luck and see you soon on the race course!

- 1) What item of protective equipment is compulsory when buggying?

\_\_\_\_\_

- 2) If travelling head-on towards another pilot, which direction should both pilots bear?

\_\_\_\_\_

- 3) On which side of another pilot can you overtake?

\_\_\_\_\_

- 4) When 2 or more pilots are converging from different lines to the same point, such as a mark, which pilot has priority?

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5) When may this above priority rule not be in place?

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6) As well as shouting, what else should a pilot do just before a gybe or tack?

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7) Can a pilot be fastened or enclosed inside a kite buggy for racing?

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8) What does the green flag with the yellow stripe mean?

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9) What is the maximum buggy weight in 2009?

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10) How much additional weight can you attach to the buggy?

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11) As a guide, when can pilots consider the overtaking manoeuvre starts?

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12) What must you not do when the blue flag is displayed in the start gate?

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13) What colour flag is displayed 1 minute before the start of a race?

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14) What colour flag is raised to signal the start of a race and how long is it raised for before the start?

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15) When overtaking downwind of another pilot, should your kite be higher or lower in the window than the pilot you are overtaking?

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16) When being overtaken by a pilot who is upwind of you, should your kite be higher or lower than the kite of the other pilot?

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17) Other than another pilot helping to untangle their kite from yours, can you receive any assistance on the course and continue racing?

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18) Can you receive assistance whilst changing kites in the technical zone (pits) during a race? If so, how must this be done?

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19) Fill in the 2 blanks. At a mark, kites must come in \_\_\_\_\_ and come out

\_\_\_\_\_.

20) How is a pilot penalised if they hit a mark?

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### 3) PKA Open Class Licence – Practical Test

Pilot Name:
Club:
Fed/BPKA number:
Address:
Tel:
email:

CRITERIA ASSESSED	PASS/FAIL
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#### Written and Oral assessment

Written assessment score (Pass mark 16/20)	
Oral assessment of written paper (Ask 5 random questions from paper. Pass mark 4/5)	

#### Practical assessment

Pilot uses appropriate kite for their ability and conditions during test	
Can safely navigate a course set with minimum of all 3 main reaches	
Demonstrates competent kite and buggy control throughout test	
Shows awareness of other pilots (overtaking/being overtaken rule)	
Communicates intention to turn at appropriate marks	
Competent at gybing	
Successfully takes evasive action (90 degree turn at speed towards kite to avoid an object - pilot may luff kite)	
Successfully demonstrates an emergency stop (Approaches an object at speed and comes to a powerslide stop before object)	

<b>Overall result of test</b> (all above criteria must be passed to achieve an overall pass)	
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Licence Tester comments and feedback to pilot:
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Licence Tester name:	Date of test:
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Licence Tester signature: \_\_\_\_\_

Pilot Signature: \_\_\_\_\_



#### **4) GENERAL CODE OF CONDUCT**

Power/Traction kites generate a great deal of pull/lift and as such have their own inherent dangers. In recognising this, the PKA recommend the following code of conduct and ask that all participants using power/traction kites adopt this code for the safety of themselves and all other members of the general public. It will also exhibit to any others the willingness of our participants to act in a safe and responsible manner.

- 1) Remember whenever you fly you are acting as an ambassador for our sport.
- 2) Help to promote a safe practice of power/traction kite flying. Wear suitable protective clothing - a safety helmet must be worn at all times.
- 3) Only Kite buggy on open sites, where permission for use has been granted and you hold any relevant 3rd party liability insurance required.
- 4) Always carry proof of your current third party liability insurance and allow inspection of it by any requesting party.
- 5) Be aware that members of the public may not know of the potential hazards that can develop through the flying of power/traction kites.
- 6) When setting up, make sure your kite is secured safely, preferably by means of an easily visible stake/peg inserted into the ground. Do not leave it unattended and if it must be left out for a prolonged period anchor the trailing edge by placing sand or weights. It is recommended to use 2 stakes to secure the kite, one on the brake lines as the main anchor and one to apply a little tension on the main lines to stop it reverse launching.
- 7) During recreation use, it is recommended that only one kite is unpacked at any one time, even when 'run out' on the lines and left bagged they can become a potential tripping hazard.
- 8) Give way to others and always give livestock/pedestrians plenty of room by maintaining a safe distance from them. Do not overfly pedestrians or animals.
- 9) Always be aware of where others are in relation to you and your direction of travel, particularly when you are intending to launch or change direction when under traction. A verbal or visual indication of your intention to gybe or tack will always be a help to others around you.

- 10) A general rule has developed within power/traction kitting that suggests when a 'head to head' collision is imminent, both parties should move to their right to take evasive action.
- 11) Always check that your equipment is in good order and well maintained.
- 12) Never use captive harness systems.
- 13) Do not use Kevlar lines.
- 14) As a point of etiquette, it is advised that where possible, you should avoid running over others lines while they are on the ground.
- 15) Remember to always allow room for access by emergency services should the need arise.
- 16) Follow the country code and remove all your litter, leave only footprints, take only memories.



## **PKA KITE BUGGY RACING RULES - In racing, clear and simple rules are a must for safe and fair competition. These rules are unified across Europe under the umbrella of the Federation of Sand and Land Yachts (FISLY).**

Please Note:

Kite buggy racing is a development sport and its rules and regulations are subject to constant change. The PKA aims to keep this handbook updated on an annual basis to help keep you abreast of any changes agreed by FISLY and the KBA. However, there are some areas and rules which are unclear under current FISLY regulations. Likewise, there are some new regulations which are due to come into force but which have not been fully ratified by FISLY at time of writing. We therefore cannot guarantee absolute authenticity with FISLY rules. Therefore what we aim to provide here is an interpretation of FISLY rules that is both relevant in England and Wales and as consistent as possible with racing in the rest of Europe and beyond. As a further note, these rules are translated from French text – we apologise for the English!

For full FISLY rules, please log onto [www.fisly.org](http://www.fisly.org)

### **FISLY ANNEX 2 F [1]**

#### **CLASS 8 SPECIFICATIONS**

##### **ART. 1 PARAKART (GENERALITIES)**

###### **1.1 Definition**

Parakart is a vehicle with at least two wheels powered by a kite.  
The kite is controlled by the pilot but it's not fixed to the parakart.

###### **1.2 The Pilot**

The pilot must be sitting or lying on the parakart steering it.  
The pilot must not be enclosed by the structure of the parakart and cannot anyway be fastened to it. **(PKA – Pilots must be able to be lifted from their buggy vertically by their harness attachment when in their normal buggy driving position)**

Foot straps are allowed on foot pegs but they must be flexible and not metallic made.  
The stoppers on the foot peg must be rounded with no sharp corners.

**A fluorescent tape must be put on the rear axle of all buggies of pilots under 16 years old [3]**

###### **1.3 The Brake**

The brake system for the parakart must be a wind brake done by the kite.

##### **ART. 2 DIMENSIONS**

###### **2.1 Length**

3,5 meters maximum long, all included

###### **2.2 Width**

3 meters maximum large, all included

###### **2.3 Wheels**

The wheels cannot be bigger than **27 inches** diameter, included the pneumatic inflated at 2 bars, there are not restriction to the width of the pneumatics. **[3]**

Spoked wheel of any type (e.g. spoked or moulded) must be covered. Covers may extend no more than 1 cm from the outside of the hub and reach no less than 3 cm from the inside of the rim. Regardless of the type of wheel a pole of 3 cm diameter must not be allowed to pass through a wheel. [2]

#### **2.4 Direction**

There are not limitations to the angle of turn.

#### **2.5 Ballast & Weight**

It's allowed to add weights on the parakart, the maximum add on weight allowed is **5 kilograms**, the add on weight must have a rounded shape without sharp corners. **Full metal buggy parts are not allowed as additional weight nor can parts be filled with any kind of material to be used as lest. Additional parts that have no use for the construction of the buggy are not allowed.** [3] (PKA - Maximum buggy weight in 2009 is 60kg. This may include 5kg additional weight)

The add on weights put on the parakart cannot be movable while the parakart is in motion.

No additional weights are allowed put on the pilot.

### **ART. 3 KITES AND LINES**

#### **3.1 Lines Definition**

Fly lines are those lines that connect the handles to the bridle system of the kite.

#### **3.2 Connection**

The fly lines must be directly connected to the handles and the kite, with nothing between.

#### **3.3 Length Lines**

The length is measured between the handles and the back of the last kite, the maximum length allowed is 50 meters.

#### **3.4 Material**

Under no circumstances is Kevlar (metallic or similar) to be allowed as a part of the flying lines. This type of material may be used in bridles and in the construction of the kite fabric. No more than 30 cm of this type of material (sleeved) may be used in the lead lines.

Any pilot found to be using Kevlar as any part of his flying lines will be ejected form the competition immediately. [1]

### **ART. 4 PILOT EQUIPMENT**

Harness system must be of the opened type (for example : wind surf hook) or with a mechanical quick release system on it. It must be a non captive harness system. **(PKA – All pilots must wear a helmet)**

### **ART. 5. IDENTIFICATION NUMBERS**

Identification numbers are to be mounted on each side and on the rear of the Parakart, side numbers must be mounted vertically and all numbers plates must be clearly visible. The mount for identification must be constructed from a flat solid material. Identification must be mounted on a white background. Identification numbers must be at least 14 cm high, 5 cm across and 2 cm thick. Both letters and numbers must be of a non-script font (e ;g ; Helvetica) and letters must be all capitals. The identificaiton letter for the pilots' Country must immediately precede the numbers. Numbers must not touch and there must be a minimum 1 cm border between the identification and any additional decals or decoration. [1]

## **FISLY ANNEX n.15**

### **RACING RULES FOR CLASS 8 [1]**

*In leisure practice only the rules from I.S.A.R.R. applies.*

*The rules below takes precedence or complete the I.S.A.R.R. rules only in competitive practice. All the rules below are to be respected with a fair play spirit and so, the pilots, must avoid all collisions.*

#### **1. BEHAVIOR RULES IN RACING**

##### **1.1. KITE POSITION**

When crossing, overtaking or passing the upwind pilot must to raise his kite, the downing pilot must lower his kite. The overtaker must show consideration to the overtaken. **(PKA guide – when negotiating marks, the general guide is kites must come in high and go out low. PKA guide – pilots can consider the overtaking manoeuvre starts when it is possible to touch lines or kites)**

##### **1.2. RELAUNCHING KITES**

The taking off or landing of kites in such a way as to cause an obstacle and/or obstruction to other pilots is strictly forbidden. Once the kite is at the top edge (azimuth) of the pilot the has "air" and must be considered line obstacle. Once seated on the parakart, normal priority rules apply. When the pilot's kites and lines are on the ground they are considered obstacles, for which reason, help from outside is permitted, the other pilots must avoid these obstacles. Pilot may launch their kites only when this will not cause an obstruction to others pilots.

##### **1.3. GYBE / TACK**

Gybing and tacking pilots will be accepted responsible in the event of an obstruction to the other pilots, whether with priority or not. The turning pilot has to look to the other pilots and shout "Gybe" or "Tack" so that the other pilots know what they are about to do.

#### 1.4. DOWNWIND PRIORITY

The sailing master can authorise downwind priority during the race. They will indicate during the briefing.

#### 1.5. DANGER SIGNALISATION

An orange fluo flag warn danger, all pilot must be careful and slow their speed and if necessary stop.

#### 1.6. CHANGING EQUIPMENT (KITES, LINES AND PARAKARTS ETC.) DURING RACES

Pilots may change equipment (parakart, kite and lines etc.) only in the Technical Zone (pits) or out of the circuit, in any case this operation must not obstruct other pilots. The exchange of equipment (kites, lines, parakarts, harness etc...) between pilots during a race forbidden. **(PKA – rule to assistance – Assistance is not permitted on the course unless a) another pilot helps to untangle lines/kites or b) a marshal needs to assist a pilot for safety reasons. If a pilot receives assistance for any other reason they are not permitted to re-enter the race. Their last completed lap will be counted and scored. Any attempt to re-enter the race after assistance will result in disqualification. Pilots may receive assistance in the technical area, however they must launch or land any kites themselves within the technical area).**

#### (PKA - 1.7 Opposing Priority)

Pilots traveling head-on towards each other must move to the right and leave sufficient room to pass.

#### (PKA – 1.8 General Priority)

When converging, the pilot on the right as priority. This does not apply when the Race Officer has given downwind priority)

## 2 GENERALITIES AND CIRCUIT RULES

### 2.1. CIRCUIT RULES

#### 2.1.1. Technical Zone

The Technical Zone is a restricted area established by the sailing master where the pilots, during all the event must put their equipment (kites, buggies, bags etc...) and where they have to make preparations and repairs during the racing time. This area must be located at a safe distance from the circuits and public but connected to the race circuit. All pilots must use a section of this area with area with respect to all the other pilot's usage. The S M enforce the respect of this rule.

Pilots are allowed to effect minor repairs (such as tightening a wheel bolt) to their own equipment during a race. Repairs can be affected using tools carried in the Parakart or on the pilots' person. Pilots may not exchange tools during a race. Pilots must not accept tools from spectators of any others. [2]

[1] FGA 19/09/99

[2] FGA 19/09/04

#### 2.1.2. Turning marker class 8 : it's a turning marker which consists of the following markers:

- a) Turning Marker (TM) is marked by red and white flag (diagonal)
- b) Inner Marker (IM) is marked with an orange flag and lies on the inside of the turning marker at a distance of at least 2 meters.
- c) Orange line: cones must be placed between the TM and the IM where the distance between markers is more than 5 meters. The maximum distance between cones is 5 meters. The orange line must not be crossed by approaching pilots or by pilots leaving the mark. [1]

#### 2.1.3. Markers on the circuit.

It's forbidden to run over flags, with parakart, lines or kites any kind of marker.

#### 2.1.4. Finish line

The finish line is clearly identified by two markers, one of which is usually one of the markers of the markers of the circuits The SM or t--- position is on/at the finishing line with the finish flag. Usually the start and finish line are in the same place, the Race Officer may decide on a different position.

### 2.2. CIRCUITS AND RACES

#### 2.2.1. Type of Races and time racing

All races will be timed when they are on a closed circuit. In the case of a closed circuit, the minimum time is 20 minutes and the maximum is 40 minutes. In the case of long distance or endurance races the minimum time is 1 hour and the maximum is 2 hours. However during a one day session the total maximum racing time is 4 hours. Before the start of the races, the SM will announce the time of every race.

#### 2.2.2. Type of Circuit

The circuit must have at least two turning markers and the SM must design the most technical and challenging circuit in respect to the pilots and spectators safety. For example, an ideal circuit has 3 turning markers, with at least one leg upwind incorporating and one leg directly down wind.

### 2.3. PROCEDURES AND GENERALITIES

#### 2.3.1. Class 8 Flag

Class 8 : white trapezium with red cross inside

#### 2.3.2. Advertising

Advertising is allowed on all kite surfaces.

#### 2.3.3. Decision to race

The race officer remains the sole judge in the decision to start the race and to use the yellow flag to cancel the race.

#### 2.3.4. Protest Procedure

Protests must be lodged with the jury within one hour of the finish of the last race of the day, and in any case the pilot who a protest must warn the Race Officer verbally immediately after the end of the race concerned.

Any presenting a protest must pay a deposit of 10 Euro to the Jury, which will be returned if the result is in pilot's favour.

[1] FGA 19/09/04

## FISLY ANNEX n.13

### REGULATIONS FOR START CLASS 7 AND 8 [1]

The following annex takes precedence over the I.S.A.R.R. in the case of contradictions.

#### THE FLYING START

##### 1. GENERAL

###### 1.1. DEFINITION:

The flying start is a possible starting procedure for class 7 and 8. The yachts must be sailing before the start.

###### 1.2. BRIEFING

The Sailing Master will hold a briefing before each race, signalling it with the briefing flag raised and a prolonged sound signal. All the pilots must be present at these briefings.

###### 1.3. FUNDAMENTAL RULES

The I.S.A.R.R. apply from the moment the warning signal is given. Only the visual signal has validity.

##### 2. FLYING START WITH PREPARATORY ZONE (Class 7)

###### 2.1. ORGANISATION

###### 2.1.1 Departure zone:

The Flags delimiting the departure zone are marks of the course.

###### 2.1.2 Preparatory line:

The preparatory line is 40 to 80 meters in front of the start line (the distance covered by a yacht under way in 7 to 8 seconds). The preparatory line must be crossed by all yachts after the preparatory signal in the direction of the first mark.

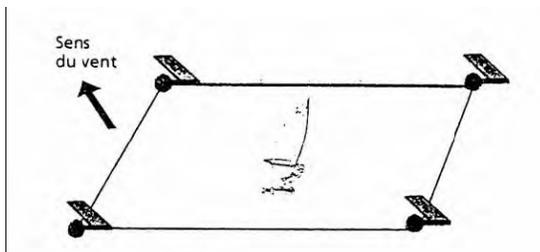
###### 2.1.3 The start line:

The start line is the line which the yachts must cross after the starting signal. It is the same length as the preparatory line, that is to say, one or two times the number of registered pilots, in meters.

###### 2.1.4 The lateral boundaries

The lines joining the start line and the preparatory line may not be crossed.

###### 2.1.5 Diagram attached – *Sens du vent* means direction of wind



###### 2.2. LOCATION OF THE ZONE

The departure zone is located according to article 17.2. When the wind is less than 5 or 6 metres per second, the start is given in a downwind direction ; if not, it is given in an upwind direction.

## 2.3. CONDUCT OF THE RACE

### 2.3.1. Signals:

The signals are given by the Sailing Master or steward at one good place. An audible signal may accompany it, but solely the visual signal is valid.

### 2.3.2. The warning signal:

The warning signal is given at the end of the briefing, two minutes before the start. The briefing flag is lowered.

### 2.3.3. The preparatory signal:

The preparatory signal is given 10 seconds before the start. The red flag is raised.

### 2.3.4. The starting signal:

The starting signal is given 2 minutes after the warning signal. The red flag is lowered.

## 3. THE FLYING START WITH ONE LINE (Class 7 and 8)

### 3.1. ORGANISATION

#### 3.1.1 Start Line:

The start line is one straight line determined by two marks at either end.

#### 3.1.1 Length and Safety:

The length of the start line must be long enough to allow all competitors to start safely.

### 3.2. LOCATION OF THE LINE

The start line must be positioned at about a 45 degree angle in respect to the direction of the wind. The yachts must cross the start line in the up wind mark direction.

### 3.3. CONDUCT OF THE RACE

#### 3.3.1 Signals:

The signals are given by the Sailing Master or steward at one good place. An audible signal may accompany it, but solely the visual signal is valid.

#### 3.3.2 The warning signal:

The warning signal is given at the end of the briefing 15 minutes before the start. The briefing flag is lowered.

#### 3.3.3 The 5 minutes signal

At 5 minutes to the start, the sailing master gives the 5 minutes signal a loud sound signal and a shout. **(PKA – this is usually indicated by a Blue flag in the start line)**. After the 5 minutes signal the pilots are forbidden to cross the start line, in case of crossing, the pilot must return behind the start line passing through the markers at the extremity of the start line without causing trouble to the other pilots and without any right of way until this pilot will cross correctly the start line.

#### 3.3.4 The 1 minute signal:

At 1 minute to the start, the Sailing Master gives the 1 minute signal with a loud sound signal and a shout. (PKA – this is usually indicated by a yellow flag in the start gate)

#### 3.3.5 The preparatory signal:

The preparatory signal is given 10 seconds before the start. The start flag is raised and the Sailing Master shouts the count down.

#### 3.3.6 The starting signal

The starting signal is given 15 minutes after the warning signal. The red flag is lowered.

## 4. INFRINGEMENTS OF THE RULES

### 4.1. PENALTIES

Pilots are liable to penalties should they :

- ⌚ stop at the boundaries of the zone (preparatory zone)
- ⌚ push their yacht during the start procedure
- ⌚ infringe the I.S.A.R.R.
- ⌚ stop in front of the start line

### 4.2. DISQUALIFICATIONS

Any pilot crossing the lateral boundaries of the zone is liable to disqualification (preparatory zone).

### 4.3. PREMATURE DEPARTURE AND CORRECTION

When one part of a yacht crosses the line before the signal to cross is given, the yacht is considered as not having crossed the line. To start the yacht must return behind the line by crossing the extension of the main line (in the case of preparatory zone, it's the start line) without causing troubles to other pilots and without any right of way until this pilot will cross correctly the start line.

[1] FGA 19/09/99

## **SCORING**

### **RESULTS OF A RACE**

For each race the competitors are classed according to the number of laps they have completed and the order in which they passed through finishing line at the end of the race. To be scored a pilot has to complete at least one lap.

### **POINTS ALLOTTED PER RACE**

Pilot's score: the first or leading pilot is credited with '0' points and the following pilots are award a number of points equal to their finishing position. When two competitors cross the finishing line at the same time they are credited with the same number of points. The following pilots receive the number of points corresponding to their arrival order.

Unclassified pilots : Disqualified, non-starter and pilots having completed less than one lap are credited with a number of points equal to the number of pilots registered in the race, plus one.

### **TOTAL POINTS IN AN EVENT**

The total points of a pilot will be the sum of the points gained by the pilot in each race, after discarding the pilot's worst races. The number of discards is:

1 to 3 races = 0 discards

4 to 7 races = 1 discards

8 to 11races = 2 discards

12 or more races = 3 discards

Any penalty points awarded are added to the total points to obtain the resulting points. The winner is the pilot who has the least points, and the other pilots are classed in order.

### **GENERAL CLASSIFICATION**

The winner is the pilot who scores the least points - the second the least but one and so on. Should two pilots be even, they will be separated by the highest number of first places. If they should still be even the highest number of second places and so on (taking into account only those race results retained by each pilot i.e. not discards). Should they still be equal they will stay equal in the final score.

### **PUBLICATION**

After the last race of the day the results will be posted up at the club, mentioning the hour of publication. Pilots wishing to lodge a protest must do so within 1 hour of publication of the results.

### **INFRINGEMENTS**

#### **PENALTIES**

During an event infringements of the rules are liable to penalties. The first infringement will be punished with one penalty point, the second with two points, the third with three, and so on. Infringements involving a collision and / or compromising the result are liable to double penalties or disqualification. The Sailing Master may impose penalties.

#### **DISQUALIFICATION OR EXCLUSION FROM ONE RACE**

On top of penalty points inflicted any pilot who disobeys the following will be disqualified or forbidden to start:

not having license, insurance or helmet  
irresponsible sailing beyond your ability  
carrying passengers  
illegal start  
yellow/blue flag “stop immediately” - not respected  
red flag “no sailing” not respected  
illegal equipment  
not attending a pilots meeting  
pushing your buggy into the wind  
advertising in breach of regulations

## **BEHAVIOUR**

The Jury and the Sailing Master are entitled to require decent behaviour from the pilots. Should pilots misbehave they may impose an immediate sanction on them, such as warning, exclusion from a race or competition or suspension. The decision must be justified in writing.

## **SUSPENSION**

On receipt of a report by an organising body F.I.S.L.Y. can decide to ban a pilot from participating in one or several international competitions. The F.I.S.L.Y. decision must be justified in writing. F.I.S.L.Y. will inform the pilot's N.F and CA. National Federations also have the same power but must inform FISLY.

## **PROTEST TO THE JURY**

### **DISPUTE**

A competitor may raise a protest in writing.

### **PROCEDURE**

Protest must be lodged with the Jury within 1 hour of the finish of the race concerned. For that the competitor must :  
pay a deposit of 20 ECU or corresponding amount that shall be returned if the Jury finds in favour of the complainant.  
fill in the appropriate form (annex 09) specifying the article or articles of the rules concerned.  
the burden of the proof rests with the claimant.

### **JURY DECISION**

No sanction may be taken before the pilot concerned has been summoned and informed so that the defence may be conducted. The decision of the Jury has to be taken the same day, justified in writing and posted up. Should a member of the Jury disagree with the decision he/she may request a second and final vote. The Jury decision must be based on specific articles of these rules and reached by a simple majority vote.

## **APPEAL TO F.I.S.L.Y.**

A competitor who has lodged a complaint as described above and is not satisfied with the decisions may make an appeal to

F.I.S.L.Y. on the following conditions :

pay a deposit of 20 ECU or a corresponding amount that will be returned if F.I.S.L.Y. admits the appeal to be correct.

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address the appeal in writing : to the F.I.S.L.Y. Secretary General at the latest within 8 days of his protest. In that case the

President will see to it that a reply is given within two months of its receipt.

**The decision of F.I.S.L.Y. is final.**

**Voids**

**Any race maybe called void by the Race Officer. The Race Officer may choice to do this on the grounds of safety, wind strength, weather conditions etc. Once a race is void it does not count against any register pilots score. If part of a Series or if conditions change to allow a race to be run at a later time, the Race Officer may choose to run a replacement race, but is not obliged to do so.**

## ANNEX 4 SAILING MASTER'S FLAGS



red flag hoisted:  
stop sailing - return  
immediately to the start



red flag lowered:  
signal for the start of the  
race



green flag:  
duration of the race is  
reduced



green flag with yellow  
diagonal: briefing



yellow/blue flag requires  
the pilot for whom it is  
hoisted to stop immediately



yellow flag cancels the race



Chequered flag signals the  
finish of the race

## **KBA Meeting 11<sup>th</sup> September 2008 Gravelines –**

**Proposal sent to FISLY for confirmation and rule number, consider as adopted by the PKA in 2009.**

### **Buggy Weight**

Confirmation that for 2009 60kg will be the maximum buggy weight. This may include a maximum of 5kg of additional weight.

### **Wearing of helmets**

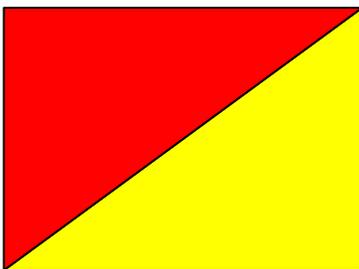
Helmets must be worn at all times on the race course.

### **Enclosed Pilots**

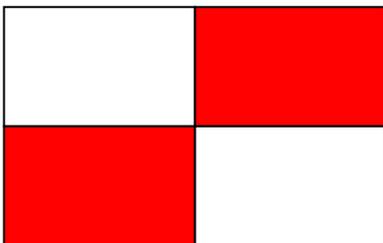
Pilots must be able to be lifted from their buggy vertically by their harness attachment when in their normal buggy driving position.

### **Flags**

A red and yellow flag is to be used for an emergency on the course. Pilots will stop and fold their kites. Pilots are to stay in their positions until instructed by the race officer.



Class 8 Flags



## **Proposals to be discussed at 2009 KBA meetings**

### **Helmets**

The KBA will look for a helmet to with a minimum safety standard for a kite buggy.

### **Quick release System**

The KBA are looking for a quick release system that will operate under load with one hand.